IN THE SPECIFICATION

Please replace the Abstract of the Disclosure with the Abstract appearing on the following page:

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Please replace the paragraph at page 1, lines 12-15 with the following amended paragraph:

The present invention relates to a method for measuring an absolute steering angle of a steering shaft for a vehicle, and, more specifically, to a method for measuring an absolute steering angle of a steering shaft by using two rotatable bodies that rotate together with the steering shaft at a predetermined rotation ratio.

Please replace the paragraph at page 1, lines 21-23 with the following amended paragraph:

Also the steering angle of the steering shaft should be immediately measured following start-up of a vehicle, regardless of an initial angular position. ~~But the~~ However, a prior steering angle would not be used to measure a relative change ~~measured~~ at present stage.

Please replace the paragraph at page 2, lines 3-10 with the following amended paragraph:

In the disclosures, the absolute rotation angle of the first rotatable body and of the second rotatable body are expressed by $\Psi = \Psi' + i\Omega$ and $\theta = \theta' + j\Omega$, respectively (wherein, Ω indicates a measurement range of an angle sensor measuring the Ψ' and the θ'; i is a whole number representing the number of times when the first ~~rotatably~~ rotatable body's absolute rotation angle Ψ is greater than the Ω, i.e. a frequency of the first rotatable body; and j is a

frequency of the second rotatable body), and the absolute steering angle, Φ, can be obtained through a specific calculation procedure using measurements of Ψ' and θ'.

Please replace the paragraph from page 2, line 23 to page 3, line 5 with the following amended paragraph:

On the other hand, according to the US Pat. No. 6,466,889B1, the steering angle, Φ, can be obtained directly from a relation between the difference of absolute rotation angles of two ~~rotatably~~ rotatable bodies, $\Psi - \theta$, and 'i' of the first rotatable body (or 'j' of the second rotatable body). Here, $\Psi - \theta$ is obtained by adding Ω to a measurement of $\Psi' - \theta'$ if the measurement is a negative value, or by applying a measurement of $\Psi' - \theta'$ if the measurement is not a negative value. The 'i' is calculated from the relation between $\Psi - \theta$ ~~,~~and i. ~~, and~~ Ψ is calculated from the known values of Ψ' and i. Based on these values, the absolute steering angle of a steering shaft, Φ, is obtained.

Please replace the paragraph from page 3, line 6 to page 3, line 11 with the following amended paragraph:

When 'i' becomes k1 as the steering shaft is fully rotated ~~with maximal~~, the rotation angle difference $\Psi - \theta$ should be equal or less than the measurement range of the angle sensor, namely Ω (cf. in the US Pat. No. 6,466,889B1, $\Psi - \theta$ is set to be equal to Ω). In other words, the rotation angle difference $\Psi - \theta$ successively varies from 0° to Ω until the steering shaft is fully rotated ~~with maximal~~, and i-value varies step by step from 0 to k1.